

Planning for Integrated Land Use & Transportation

REGIONAL COUNCIL ATTACHMENT #4.2.1

Thursday, March 6, 2003

REPORT

TO: Regional Council

FROM: Mark Butala, SCAG Senior Planner, 213-236-1945, butala@scag.ca.gov;
Ted Harris, SCAG Associate Planner, 213-236-1916, harrist@scag.ca.gov;
Philip Law, SCAG Associate Planner, 213-236-1841, law@scag.ca.gov;

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SUBJECT: Introduction of the PILUT Process: Planning for Integrated Land Use and Transportation

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the PILUT Process, which is an integrated collaboration of SCAG staff designed to more efficiently coordinate SCAG's RTP, EIR, and Growth Visioning efforts.

At their February 6, 2003 meeting, the TCC, EEC, and CEHD approved the PILUT Process. The EEC approved PILUT with the condition that environmental criteria—such as air quality, water supply and quality, energy—be more prominently considered throughout the PILUT process and explicitly weighted in the development of the Compass Growth Visioning Scenarios and the Compass Growth/Transportation Alternatives.

SUMMARY:

The PILUT Process (Planning for Integrated Land Use and Transportation) is an integrated strategy to more efficiently produce many of SCAG's major work items. PILUT will provide the organizational foundation to support an ongoing planning process designed to maximize effectiveness and to minimize duplicative efforts. This innovative response to limited resources and challenging planning issues will:

- Produce the 2004 Regional Transportation Plan (RTP);
- Produce the 2004 RTP Environmental Impact Report (EIR);
- Reinforce the Growth Visioning process;
- Provide ongoing public outreach; and
- Update the Regional Comprehensive Plan.

The joint PILUT 2004 RTP/EIR process will provide a useful evaluation that explicitly explores the nexus between growth and transportation investments and policies. Specifically, the RTP and EIR will compare alternative growth scenarios that will guide the development of cohesive RTP/EIR Alternatives developed through the Compass Growth Visioning effort. This integrated analysis will supply decision-makers and the public with useful and balanced information, and, ultimately, will directly support the updating of the Regional Comprehensive Plan.

BACKGROUND:

Challenges:

SCAG has limited resources to overcome increasingly challenging planning issues. Key challenges include:

- Integration between the Growth Visioning and the RTP/EIR effort;
- Worsening fiscal constraints on future transportation infrastructure projects;
- California Environmental Quality Act (CEQA) requirements to more extensively evaluate cumulative and growth-inducing effects of the RTP;
- Air quality conformity issues; and
- Coordinated, ongoing public outreach.

Despite these challenges, the availability of budgets for staff and consultants are decreasing. PILUT has been developed to increase the efficiency of the planning process and to maximize the effectiveness of SCAG's products.

The following sections outline the PILUT approach.

PILUT Growth Visioning:

The integrated PILUT Process will move forward a range of reasonable growth projections that will feed into the policy discussion on growth. These growth scenarios include:

- Trend Projection
- Local Input Projection
- Technically Balanced Growth Projection
- Growth Visioning 1
- Growth Visioning 2

Out of this policy discussion, a preferred growth scenario will be carried forward as part of the RTP/EIR analysis. Ultimately, this comprehensive growth analysis will inform the decision-making process used to select and adopt the 2004 RTP.

The synergy among forecasting, land-use, transportation, and environmental planning that is supported by PILUT will improve the effectiveness of the Compass Growth Visioning effort. The collaboration of Compass with the development and analysis of the 2004 and 2007 RTPs and EIRs will present Compass with important implementation mechanisms and additional opportunities for public outreach. In coordination with PILUT, the Compass process is planning to develop two of the Alternatives for the 2004 RTP and EIR. These two Alternatives from the Compass effort will evaluate the relationship between transportation investments/policies and land-use and growth. The 2004 PILUT RTP/EIR Process will help Compass evaluate the effectiveness of growth strategies, and as these strategies are incorporated into adopted Transportation Plans, the RTP will provide an important tool to help the Region achieve a more efficient and sustainable future.

REPORT

2004 PILUT RTP/EIR Process:

The PILUT Process will integrate the development of the 2004 RTP and the 2004 RTP EIR and will reduce the total workload for these products. The schedule, RTP/EIR Alternatives, public outreach, data collection, modeling, and much of the analysis will be combined. Consistent Alternatives for the both the RTP and the EIR will allow staff to combine modeling runs, thus reducing the total number of transportation model runs needed. Alternatives-analysis will be streamlined because evaluations for the EIR, such as air quality analysis, will be directly applicable to the multi-criterion analysis for the RTP.

The 2004 PILUT RTP EIR will serve as one of the key “decision-documents” from which to select the Preferred Alternative for the 2004 RTP. Integration of analysis from the EIR directly into the RTP analysis will help make the environmental analysis more relevant to decision-makers and the public. The integrated RTP/EIR alternatives-analysis will present a more inclusive and balanced evaluation of the Alternatives that will comprehensively consider transportation, land-use, and environmental factors. Integration of these elements, from the very beginning of the process, will improve the breadth and quality of the analysis in both the RTP and EIR. PILUT will identify the explicit tradeoffs among RTP/EIR Alternatives, thus supporting a more informed decision-making process for the selection of the Preferred Alternative for the 2004 RTP. In the end, the integrated RTP/EIR analysis will help inform decision-makers and the public about a more complete range of factors that are important to Southern California and will help supply a more useful range of transportation strategies.

The PILUT Process is expected to support a more innovative and comprehensive Regional Transportation Plan (RTP) for 2004. In general, there are four distinct groups of strategies to improve/maintain mobility and accessibility. These include:

- Transportation system expansion;
- Transportation system management;
- Transportation demand management; and
- Land use.

A comprehensive Regional Transportation Plan should address all of these strategies in order to maximize mobility and accessibility for all. PILUT will provide an interdisciplinary process to more effectively develop and assess the best combination of investments and policies. In particular, a more integrated approach can offer innovative strategies to help the SCAG Region overcome the limited availability of funding for developing and expanding transportation infrastructure. By explicitly bringing together Transportation, Land-Use, and Environmental Planning, PILUT broadens our perspectives, and this collaboration is expected to more comprehensively consider effective implementation of elements from all four main transportation/growth strategies.

REPORT

Ongoing Public Outreach:

The integrated PILUT Process will help SCAG engage in more cost-effective and more meaningful public outreach. SCAG is obliged by law and public expectations to involve the public in its decision-making processes. Currently, SCAG is required to conduct public outreach related to several planning efforts, including the 2004 RTP, 2004 RTP EIR, and the Compass Growth Visioning effort. The goals and requirements of these outreach efforts are different, but they are related to each other and to the agency's new Communications Strategy. PILUT's integrated approach can help overcome this public outreach challenge by taking advantage of a variety of available resources.

Updating the Comprehensive Plan:

The Strategic Plan, adopted by the Regional Council during the November 2002 meeting, included the action to update the Regional Comprehensive Plan (RCP) at regular intervals, and PILUT offers a comprehensive process to efficiently carry out this action. Although the breadth of the RCP extends beyond transportation and growth analysis, much of the data, analysis, and general "lessons learned" from the 2004 RTP/EIR, in combination with the Growth Visioning effort, will be directly applicable to updating the RCP.

PILUT Organizational Framework:

Conceptually, PILUT is a planning process that overlaps SCAG's sections/departments and extends beyond specific planning products. Organizationally, PILUT is a collaborative team that includes staff from all planning sections with support from all departments. Although SCAG has always maintained a spirit of teamwork, PILUT supplies an explicit framework to continue and strengthen ongoing collaboration among all staff. Strengthening cooperation will require clear communication channels and an increased commitment to compromise. Overall, the early and ongoing integration of staff is expected to facilitate a faster, more efficient planning process where staff from various sections and departments can more efficiently work together.

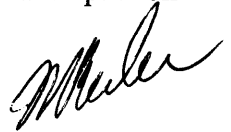
REPORT

CONCLUSION:

PILUT is designed to be flexible enough to adjust to new challenges and robust enough to provide a framework to support the 2004 RTP, 2004 RTP EIR, Growth Visioning Process, ongoing public outreach, and the Regional Comprehensive Plan update. The integrated PILUT Process is expected to improve productivity and the overall effectiveness of SCAG products to help overcome limited resources and staff hours, tight schedules, and challenging planning issues. Overall, the comprehensive PILUT approach will help SCAG resolve regional challenges facing Southern California.

FISCAL IMPACT:

The reorganization and reprioritization of SCAG staff will enable staff to produce work products within budgets in the OWP. Thus, PILUT is expected to have no fiscal impact on SCAG.

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